

# Appendix A

## **SIGMA GROUP LLC**

5960 Vandervoort Drive, Suite 110  
Lincoln, NE 68516

**Narrative Report of the Results of  
A Study of Public Attitudes and Opinions  
Regarding Multi-Modal Transportation Issues in Lincoln**

**Prepared for  
Lincoln/Lancaster County Planning Department  
SRF Consulting Group, Inc.  
December, 2003**

**by  
Dennis Nutter, President  
Inta Didrichsons, Vice President  
Sigma Group, L.L.C.  
Lincoln, Nebraska**

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**SECTION I  
INTRODUCTION  
AND SAMPLE CHARACTERISTICS**

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## Introduction

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The Lincoln/Lancaster County Planning Department commissioned Sigma Group, LLC. of Lincoln (Nebraska)- acting as a subcontractor to SRF Consulting Group, Inc. - to conduct a statistically-reliable telephone survey on the attitudes of Lincoln area households toward multi-modal transportation issues. The study was intended to document the public's perceptions of various transportation planning and development issues facing local officials as plans are considered to expand multi-modal travel opportunities in the greater Lincoln community. For purposes of this study, the term "multi-modal transportation" is assumed to be mobility opportunities reaching beyond the single-occupant automobile. This may include public transit, bicycling, pedestrian movement, trails, car- and van-pooling, and other specialized emerging transportation technologies and programs.

The information derived from the telephone survey will be incorporated, by SRF Consulting Group, into a proposed Multi-Modal Transportation Plan for the greater Lincoln area. The specific research objectives of this survey effort include:

1. To determine important issues and concerns related to the likelihood of Lincoln residents to use modes of transportation other than the single-occupant automobile;
2. To identify the key factors or program features that would most positively influence Lincoln residents to walk, ride the bus, or bicycle to frequently-visited destinations; and
3. To use the survey results to aid in crafting a long-term multi-modal transportation plan for the greater Lincoln area.

An additional objective of this study is to provide a series of "benchmarks" against which future measurements can be compared. These benchmarks can then be employed to assess the degree of success achieved in meeting the

transportation planning goals of the broader community, and those identified in this study. The information gained in attempting to meet these stated objectives is intended to be used to gain a better understanding of the attitudes and behaviors of Lincoln area residents toward providing a wide range of mobility opportunities.

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## Methodology

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In order to meet these objectives, a random sample of 503 respondents in 22 Lincoln, Nebraska zip codes was selected and interviewed between September 24<sup>th</sup> and October 18<sup>th</sup>, 2003. A proportionate sampling technique was used to provide a representative sample and sufficient confidence in the study sub-regions, without having to conduct an unusually large total number of surveys.

When an adult male or female was not available during the first telephone contact, as many as five additional callbacks were made in order to complete the interview. This callback procedure is a quality control mechanism for obtaining a high response rate among area residents, which ensures a representative random sample. The interviewers involved in the project were experienced and professionally trained Sigma Group interviewers. All fieldwork was validated by supervisory "listen-ins" and observation, and all completed questionnaires were edited and coded independently to ensure the accuracy of the data.

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## Stability of Results

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The maximum expected statistical range of error for a sample of 503 respondents is  $\pm 4.4\%$ . Stated more simply, if 100 different samples of 503 persons each were randomly chosen from the given population, 95 times out of 100 the total results obtained would vary no more than  $\pm 4.4$  percentage points from the results that would be obtained if the entire population were surveyed. As the sample size

decreases, the expected error range increases; for example, the expected error range for the respondents located in the West area (zips 68522, 68524 and 68528; n=34) would be  $\pm 16.8\%$ . Caution should be exercised in the interpretation and generalization of findings based on small subsamples (e.g. for specific age, gender, or zip code groups).

The error ranges for a sample of 503 respondents and for various response distribution patterns, at the 95% level of confidence, are shown below:

<b>EXPECTED ERROR RANGE FOR A MARKET SAMPLE OF 503 RESPONDENTS*</b>									
Results About:	10%	20%	30%	40%	50%	60%	70%	80%	90%
Error Range:	$\pm 2.6$	$\pm 3.5$	$\pm 4.0$	$\pm 4.3$	$\pm 4.4$	$\pm 4.3$	$\pm 4.0$	$\pm 3.5$	$\pm 2.6$

\* At the 95% level of confidence

In other words, if 30% of all 503 respondents answered "yes" to a particular question, 95 times out of 100 in similar studies, the results to that same item should be between 26% and 34%, or within  $\pm 4.0\%$  of the result obtained if every area household were surveyed.

## **Survey Instrument**

Survey items for the study were mutually agreed upon by representatives of Sigma Group, SRF Consulting Group, and the Lincoln/Lancaster County Planning Department. L/LCPD and SRF had responsibility for identifying the topical question areas desired, while Sigma Group was responsible to write items that were technically correct and without bias. The survey averaged 8.3 minutes in length.

## Sample Design

The Lincoln zip codes were grouped into eight sub-areas, as shown below:

<b>TABLE 1</b> <b>DISTRIBUTION OF STUDY SAMPLE</b> <b>(n=503)</b>			
Area	Proportion of Households	# of Surveys	% of Total Sample
<b>North Central</b>	<b>23%</b>	<b>104</b>	<b>21%</b>
68503		32	
68508		19	
68521		53	
<b>North East/North</b>	<b>13%</b>	<b>68</b>	<b>14%</b>
68504		27	
68507		36	
68514		2	
68517		0	
68531		3	
<b>East</b>	<b>17%</b>	<b>89</b>	<b>18%</b>
68505		37	
68510		49	
68520		3	
68527		0	
<b>South</b>	<b>24%</b>	<b>124</b>	<b>25%</b>
68502		57	
68506		67	
<b>Far South</b>	<b>17%</b>	<b>84</b>	<b>17%</b>
68512		18	
68516		62	
68523		1	
68526		3	
<b>West</b>	<b>7%</b>	<b>34</b>	<b>7%</b>
68522		18	
68524		3	
68528		8	
68532		5	
<b>TOTAL</b>		<b>503</b>	

Again, the sample was designed to proportionally represent the distribution of households across the Lincoln zip codes. The completed interviews were proportional to the relative number of households across areas, and therefore the study results were not weighted.

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**Reports Prepared**

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Lincoln/Lancaster County Planning Department and SRF Consulting Group, Inc. has been provided, under separate cover, a complete set of tabular results, including frequencies and percentages by demographic classification. These results will serve as reference material and may be consulted for overall planning purposes.

This written narrative analysis, prepared and presented herein, is based upon both descriptive and inferential statistical analyses of the data and focuses on a complete discussion of the total study results and upon those demographic, geographic, and other sub-group results that Sigma Group determined to be the most meaningful findings of the study.



## Sample Characteristics

TABLE 2 SAMPLE CHARACTERISTICS (n=503)	
	% of Total Sample
<b>Gender</b>	
Male	48%
Female	52
<b>Age</b>	
18-24	6%
25-34	13
35-44	23
45-54	22
55-64	15
65-74	11
75+	10
<b>Average age</b>	<b>49.9 yrs</b>
<b>Income</b>	
Less than \$15,000	8%
\$15,000<\$25,000	11
\$25,000<\$35,000	13
\$35,000<\$45,000	13
\$45,000<\$55,000	12
\$55,000<\$75,000	15
\$75,000 or more	19
Don't know/refused	10
<b>Average income</b>	<b>\$48,400</b>

- The sample was fairly evenly split between male and female respondents.
- The average age of respondents was just under 50 (49.9), with one respondent in five (21%) being over the age of 65, and a small proportion (6%) being under 24.
- About a fifth of area residents reported annual household incomes of less than \$25,000 (19%), with a similar number reporting an income of \$75,000 or more (19%). The average household income was just less than \$50,000 (\$48,400). Residents of the Far South area reported the highest average incomes.

**SECTION II**  
**VEHICLES AND TRANSPORTATION PATTERNS**

**TABLE 3  
VEHICLE AND TRANSPORTATION CHARACTERISTICS**

	Total (n=503)	18-34 (n=96)	35-44 (n=117)	45-54 (n=111)	55-64 (n=74)	65+ (n=105)
<b>Geographic Area: Residence</b>						
North Central	21%	26%	26%	21%	16%	12%
North East/North	14	13	12	15	23	8
East	18	14	12	15	18	30
South	25	23	21	25	23	30
Far South	17	19	19	15	14	16
West	7	6	9	8	7	3
<b>Geographic Area: Work/School</b>						
North Central	18%	22%	29%	21%	14%	2%
North East/North	6	9	4	9	9	1
East	11	11	11	15	11	4
South	13	22	14	12	8	7
Far South	7	6	9	10	12	-
West	4	3	5	6	4	-
P.O. Boxes	7	7	8	9	9	3
Outside of Lincoln	4	6	6	4	3	1
Don't work/go to school	25	7	9	5	27	81
Don't know	5	5	6	10	3	2
<b>Licensed Drivers in Household</b>						
None	3%	3%	1%	1%	4%	8%
One	26	16	16	25	23	49
Two	54	63	60	44	66	41
Three	13	13	18	23	5	3
Four or more	4	6	5	6	-	-
Don't know/refused	-	-	-	-	1	-
<b>Average number with license</b>	<b>1.9</b>	<b>2.1</b>	<b>2.1</b>	<b>2.1</b>	<b>1.7</b>	<b>1.4</b>
<b># of Vehicles in Household</b>						
None	5%	3%	1%	4%	5%	10%
One	23	15	15	18	23	47
Two	50	55	56	43	57	38
Three	16	17	22	25	9	4
Four or more	7	9	6	10	5	1
<b>Average number of vehicles</b>	<b>2.0</b>	<b>2.2</b>	<b>2.2</b>	<b>2.2</b>	<b>1.9</b>	<b>1.4</b>
<b># of Bicycles in Household</b>						
None	33%	19%	10%	19%	51%	73%
One	22	31	19	24	20	14
Two	20	29	17	26	19	11
Three	11	9	19	16	5	1
Four or more	14	11	35	14	4	-
<b>Average number of bicycles</b>	<b>1.7</b>	<b>1.7</b>	<b>2.8</b>	<b>2.0</b>	<b>1.0</b>	<b>0.4</b>

- The plurality of Lincoln residents live in the area defined as South (25%), which includes zip codes 68502 and 68506. The second-largest proportion reported living in the North Central zips (68503, 68508, and 68521, 21%), followed by roughly equal proportions in the East (18%) and Far South (17%) areas, and a seventh (14%) in the Northeast/North area. A much smaller proportion (7%) lived in the West area (68522, 68524, 68528, and 68532).
- When asked the zip code of the place in which they worked, or went to school, a plurality indicated that they didn't work outside the home or go to school (25%), with an additional five percent (5%) indicating that they didn't know the zip code of their place of employment or school.
- Although nearly a third of respondents didn't give a zip code response to this question and an additional seven percent (7%) gave a non-geographic (P.O. Box) response, nearly as many residents reported working in the North Central area (18%) as lived in that area (21%). Fewer than half the proportion of residents reported living in the Far South (7% vs. 17%) and Northeast/North (6% vs. 14%) as lived in those areas, with just over half as many working in the South (13% vs. 25%) and West (4% vs. 7%) areas as lived in each of those areas.
- The average household had nearly two licensed drivers (1.9), with only one household in six reporting three or more drivers (16%). Only three percent of households reported having no licensed drivers (3%). This was nearly identical to the average number of licensed drivers per household seen in a 2001 survey of Lancaster County residents.
- The average household reported having more vehicles than drivers, with nearly a quarter having three or more vehicles (23%). Half said they had two vehicles (50%) and five percent reported having no motor vehicle (5%).
- Two out of three households reported having at least one bicycle (67%). One bike (22%) or two (20%) were each mentioned by about one household in five, with one in seven saying they had four or more bikes (14%). About a tenth reported having three bicycles (11%).
- Not surprisingly, respondents age 65 and over were more likely to indicate that they did not work or go to school (81%), but those who did were most likely to report working or going to school in the South area (7%). Respondents age 65 and over reported fewer valid drivers' licenses in the household (1.4 on average) and fewer vehicles (1.4 vehicles on average) than found overall, and few (27%) reported having one or more bicycles.



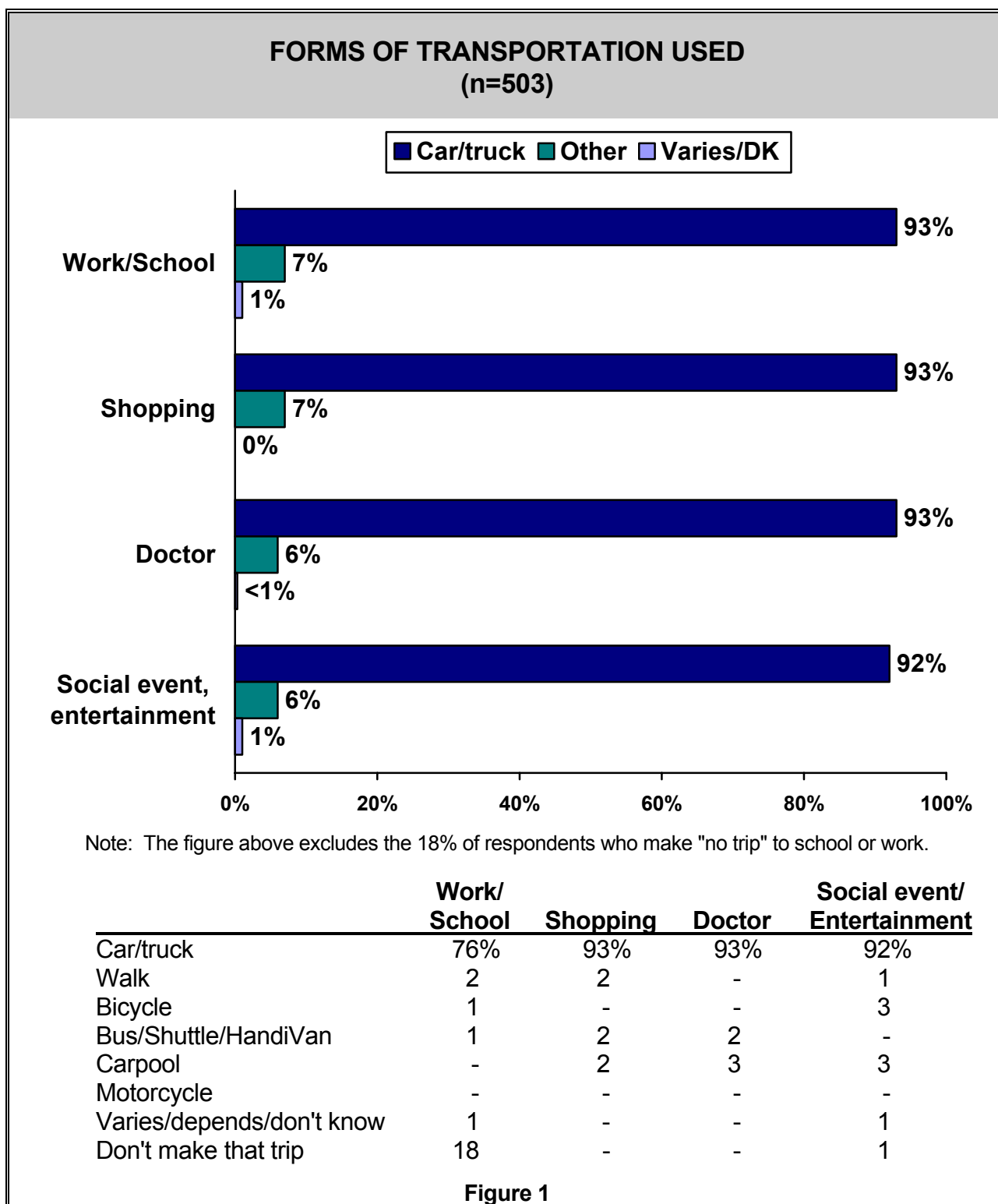
**TABLE 4  
ANALYSIS OF WORK/SCHOOL LOCATION  
AND VEHICLE CHARACTERISTICS  
BY ZIP CODE REGION OF RESPONDENTS' HOMES**

	Geographic Area: Residence						
	Total (503)	North Central (104)	North East/ North (68)	East (89)	South (124)	Far South (84)	West (34)
<b>Age of respondents</b>							
18-34	19%	24%	18%	15%	18%	21%	18%
35-44	23	30	21	16	20	26	32
45-54	22	22	25	19	23	20	26
55-64	15	12	25	15	14	12	15
65+	21	13	12	36	26	20	9
<b>Average age</b>	<b>49.9</b>	<b>45.4</b>	<b>49.4</b>	<b>55.9</b>	<b>51.8</b>	<b>48.5</b>	<b>46.0</b>
<b>Geographic Area: Work/School</b>							
North Central	18%	36%	15%	16%	10%	12%	21%
North East/North	6	7	24	3	2	4	-
East	11	9	3	21	11	6	12
South	13	7	7	7	23	17	6
Far South	7	-	4	2	5	27	6
West	4	3	4	1	2	-	29
P.O. Boxes	7	11	4	8	6	6	9
Outside of Lincoln	4	1	10	1	5	5	3
Don't work/go to school	25	20	21	34	31	24	9
Don't know	5	8	7	7	5	-	6
<b>Drivers Licenses in Household</b>							
None	3%	5%	1%	6%	2%	2%	-
One	26	32	26	31	26	13	24
Two	54	40	59	49	56	69	50
Three or more	17	23	12	13	15	15	26
Don't know/refused	-	-	1	-	-	-	-
<b>Average number with license</b>	<b>1.9</b>	<b>1.9</b>	<b>1.8</b>	<b>1.7</b>	<b>1.9</b>	<b>2.0</b>	<b>2.2</b>
<b># of Vehicles in Household</b>							
None	5%	10%	3%	7%	2%	2%	-
One	23	21	22	28	28	17	18
Two	50	40	56	47	52	60	38
Three or more	23	29	19	18	18	21	44
<b>Average number of vehicles</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>1.8</b>	<b>1.9</b>	<b>2.1</b>	<b>2.4</b>
<b># of Bicycles in Household</b>							
None	33%	36%	28%	42%	33%	26%	29%
One	22	20	22	22	25	18	21
Two	20	19	19	18	24	19	24
Three or more	25	25	31	18	18	37	26
<b>Average number of bicycles</b>	<b>1.7</b>	<b>1.7</b>	<b>2.0</b>	<b>1.2</b>	<b>1.5</b>	<b>2.0</b>	<b>1.7</b>

- The largest plurality of respondents, other than those that neither go to school nor work outside the home, work within the geographic area they live in.
- More than a third of respondents in the North Central area (zips 68503, 68508, and 68521) also work in those zip codes (36%).
- In each of the other five geographic study regions, a fifth (21% among those in the East zips) to more than a quarter (29% among those in the West) work within the same geographic area they live in. This is true of roughly a quarter of the residents of the South (23%), Northeast/North (24%), and Far South (27%) areas.
- Again, between four and eleven percent (4%-11%) of the residents of each geographic area gave a post office box zip code as the zip code of the place in which they work or go to school.
- Across geographic areas, East and South area residents were the oldest, on average, and had correspondingly fewer vehicles and bicycles, on average, than residents of other areas.
- North Central and West area residents were the youngest on average. West area residents had the greatest number of household members with drivers' licenses and had more vehicles on average. North Central area residents followed the overall averages in terms of the number of driver's licenses and number of vehicles.
- Across geographic areas, Northeast/North (2.00) and Far South (2.00) area residents had the most bicycles per household.

**"What form of transportation do you usually use to..."**

- **Get to work or school**
- **Go shopping**
- **Go to the doctor**
- **Get to a social event, recreation, or entertainment**



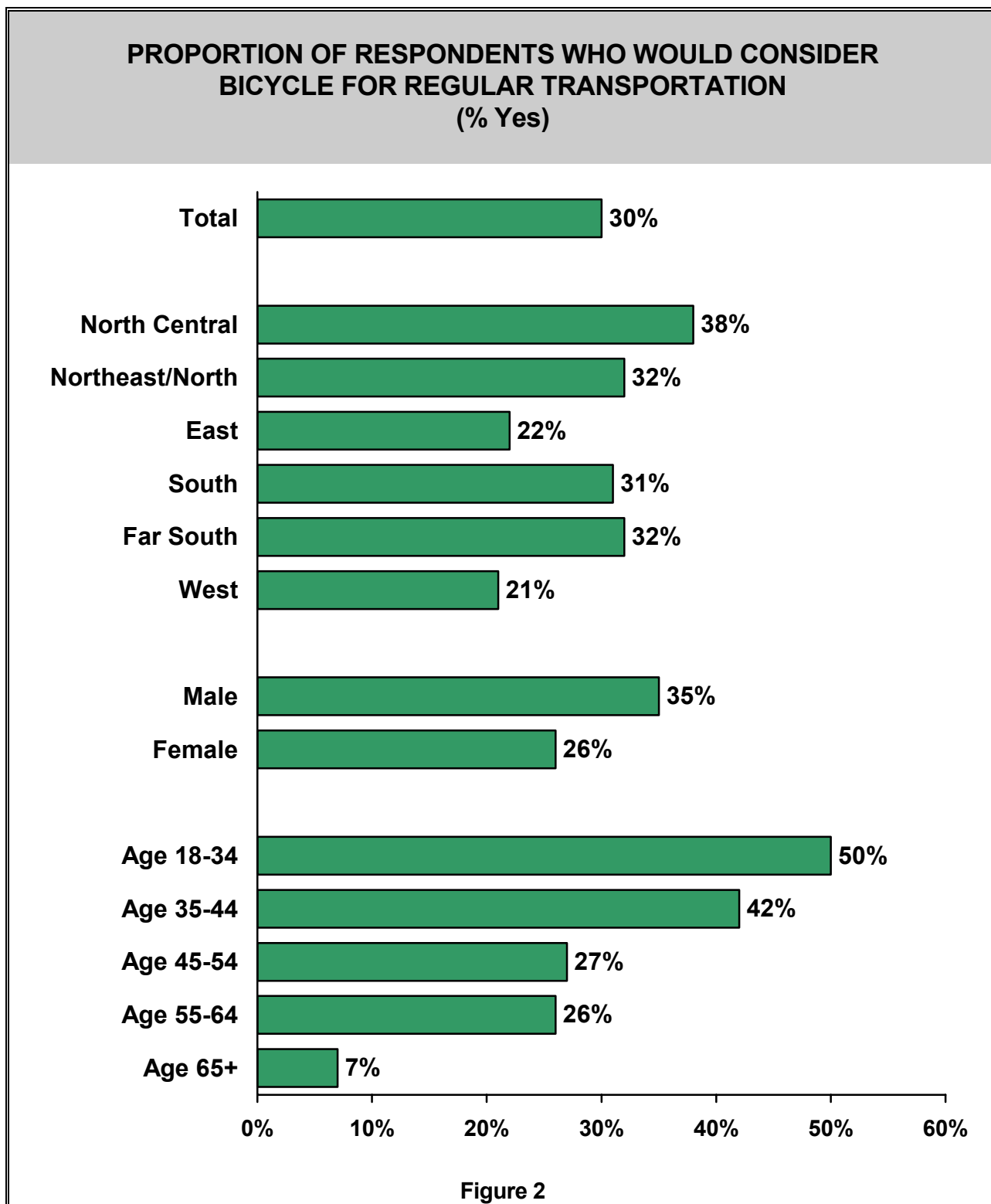


- Thirteen of fourteen Lincoln residents (93%) reported that they usually drive a car or truck for each of four frequently-made trips.
- For a trip to work or school, nearly a fifth (18%) reported that they don't make such trips. More than nine in ten (93%) of the remaining 410 respondents (76% of all respondents) reported that they drive to work or school.
- Only small proportions reported that they walk (2%), ride a bike (1%) or take the bus (1%) to work or school. Small, but slightly larger proportions reported carpooling to social events/entertainment (3%), to see a doctor (3%), or to go shopping (2%). Three percent said they ride a bike to go to social events or entertainment (3%). Two percent (2%) used the bus system to go shopping (2%) or to the doctor (2%). Two percent also said they walk to shopping (2%), while only one percent walked to social events/entertainment (1%) and no one walked to the doctor.
- Across age groups, respondents age 65 and over were more likely than others to use alternative forms of transportation, most frequently indicating that someone else drove them to their destination.

<b>Transportation Used By Gender and Age Group (Among those who reported making such trips)</b>								
	Total	Males	Females	18-34	35-44	45-54	55-64	65+
<b>Car/drive</b>								
Work/school	93%	91%	95%	88%	95%	90%	98%	97%
Shopping	93	95	92	95	97	95	91	88
Doctor	94	95	92	97	97	95	92	86
Social event	93	93	92	96	97	94	92	83
<b>Other Transport</b>								
Work/school	7%	9%	4%	11%	4%	9%	2%	3%
Shopping	7	5	8	5	3	5	9	13
Doctor	6	4	8	2	2	5	8	14
Social event	6	6	7	3	2	5	7	16

**SECTION III  
LIKELIHOOD TO USE BICYCLES  
FOR REGULAR TRANSPORTATION**

***"Would you ever consider riding a bicycle, regularly, to work, or school, or other destinations?"***

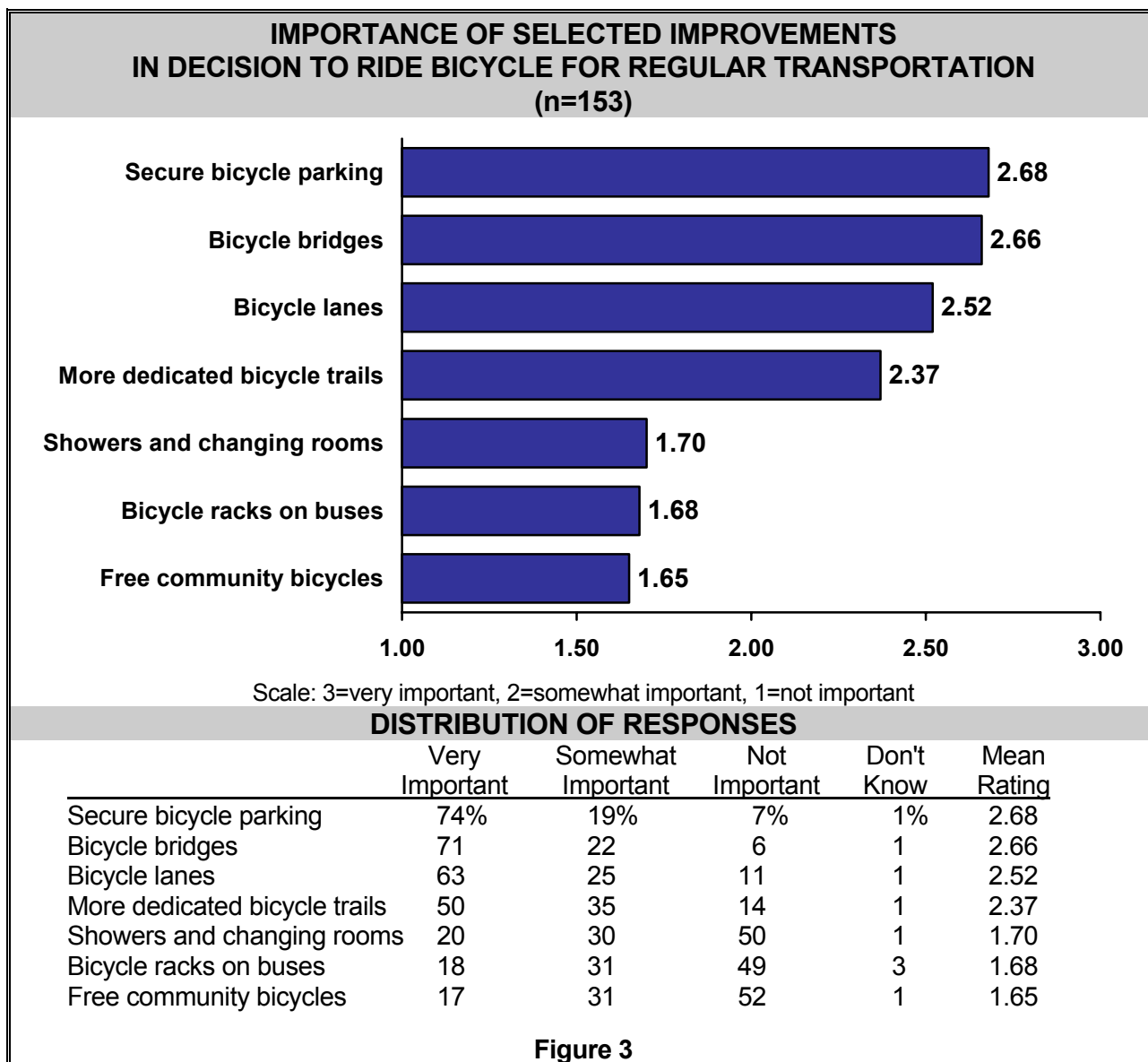


- Just under a third of Lincoln residents would consider riding a bike, regularly, to work, school, or other destinations (30%). Males (35%), those between ages 18 and 34 (50%) and 35 to 44 (42%), and respondents in the North Central (38%) area were most likely to be willing to consider riding a bike.
- The proportion who would consider riding a bike to work, school, or other destinations (30%) was similar to that seen in a similar study in the Spring of 2001 (34% in Lancaster County).

Those who indicated that they would at least consider riding a bicycle to work or school were asked:

***"I am going to read to you a list of possible improvements that the City of Lincoln could make to their bicycle system. Please tell me how important each of these improvements would be in your decision to ride a bicycle to school or to work. Would...be very important, somewhat important, or not really important in deciding whether to ride a bike to school or work?"***

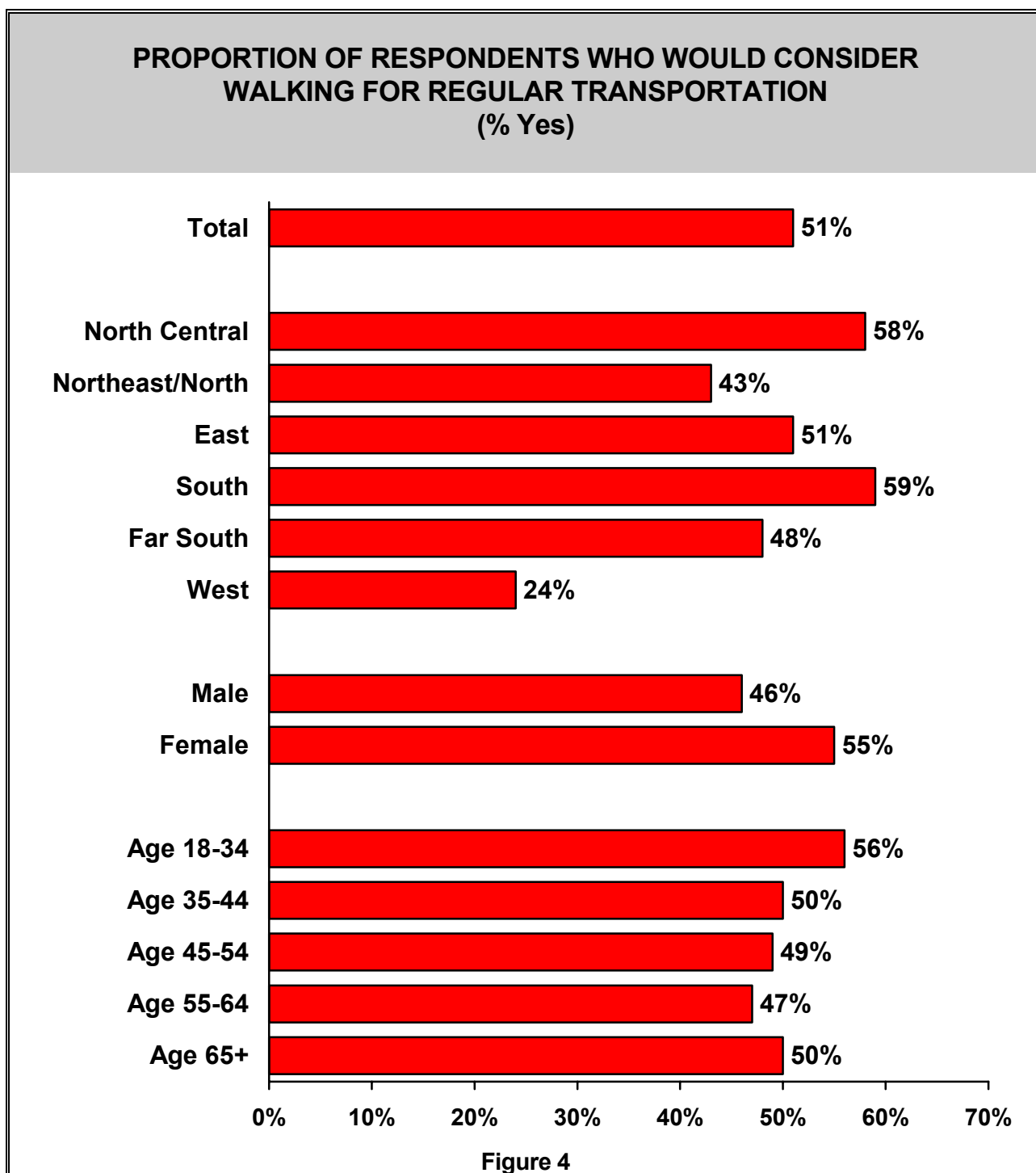
- ***Dedicated bicycle lanes downtown***
- ***Showers and changing rooms at your destination***
- ***Bicycle racks on city buses***
- ***Bicycle bridges over major roads***
- ***More dedicated biking trails***
- ***Secure bicycle parking at your destination***
- ***Free community bicycles to use whenever you want***



- Of the thirty percent of Lincoln residents (30%; n=153) who would consider riding a bike, nearly three-quarters said that secure bicycle parking (74%) and bicycle bridges over major roads (71%) would be very important to them.
- Two-thirds said that bicycle lanes were very important (63%), while half said that more dedicated bike trails (50%) were very important.
- No more than a fifth thought that showers/changing rooms at their destination (20%), bike racks on buses (18%), or free community bicycles (17%) were very important.

**SECTION IV  
LIKELIHOOD TO WALK  
FOR REGULAR TRANSPORTATION**

***"Would you ever consider walking to work, home, or school, or other destinations?"***



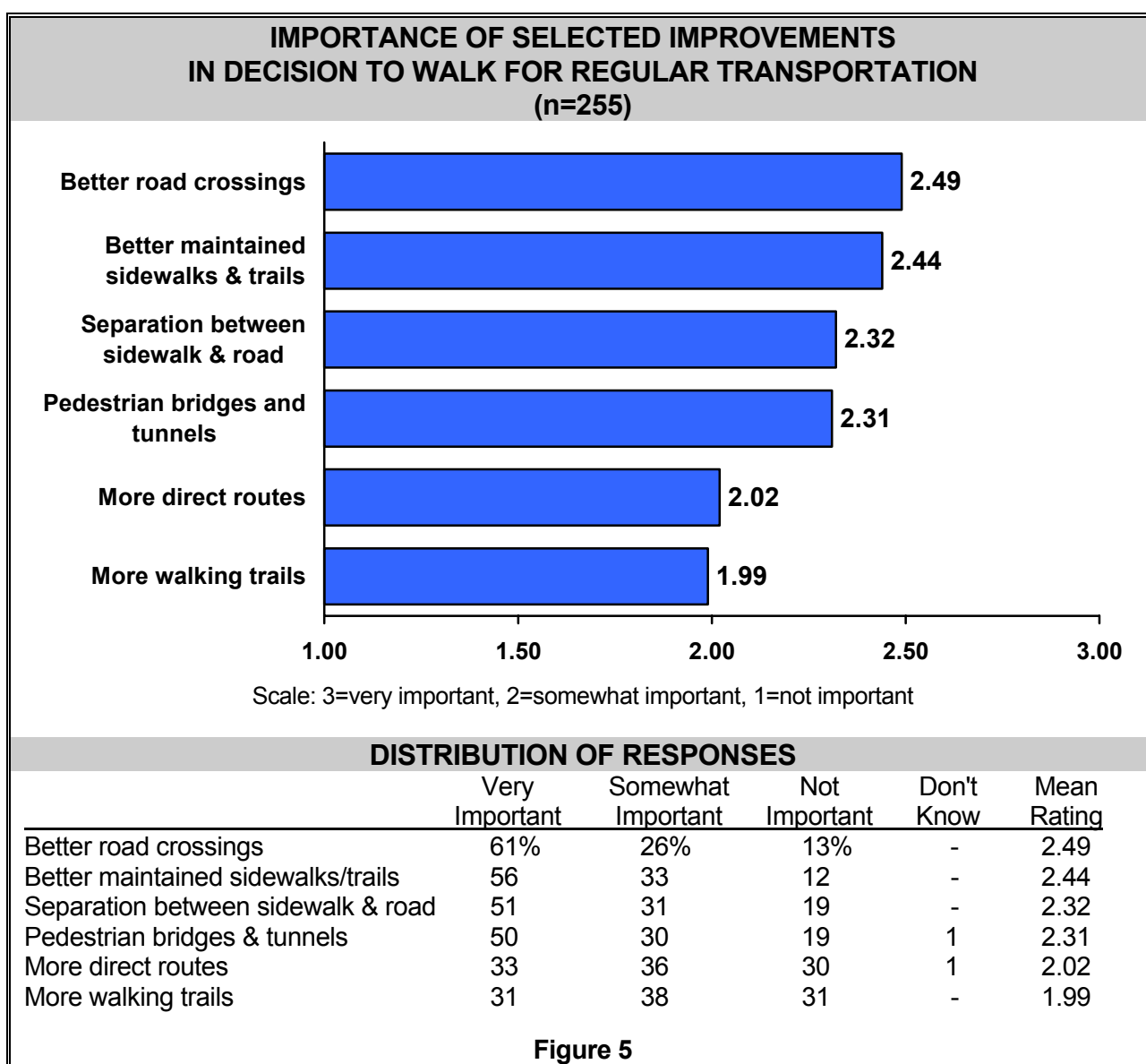
- Over half of Lincoln residents would consider walking to work, school, or other destinations (51%). Those in the South (59%) and North Central (58%) areas, those between ages 18 and 34 (56%), and women (55%) were most likely to consider walking. Residents of the West area were not prone to consider walking in great numbers (24%).



Those who indicated that they would at least consider walking to work or school were asked:

***"I am going to read you a list of possible improvements that the City of Lincoln could make to their pedestrian system. Please tell me how important each of these improvements would be in your decision to walk to school or to work. Is ...very important, somewhat important, or not really important to deciding whether to walk to school or work?"***

- ***More direct routes to your destinations***
- ***More pedestrian bridges or tunnels across major streets***
- ***More walking trails***
- ***Better pedestrian road-crossings***
- ***Separation between the sidewalk and the road***
- ***Better maintained sidewalks and trails***

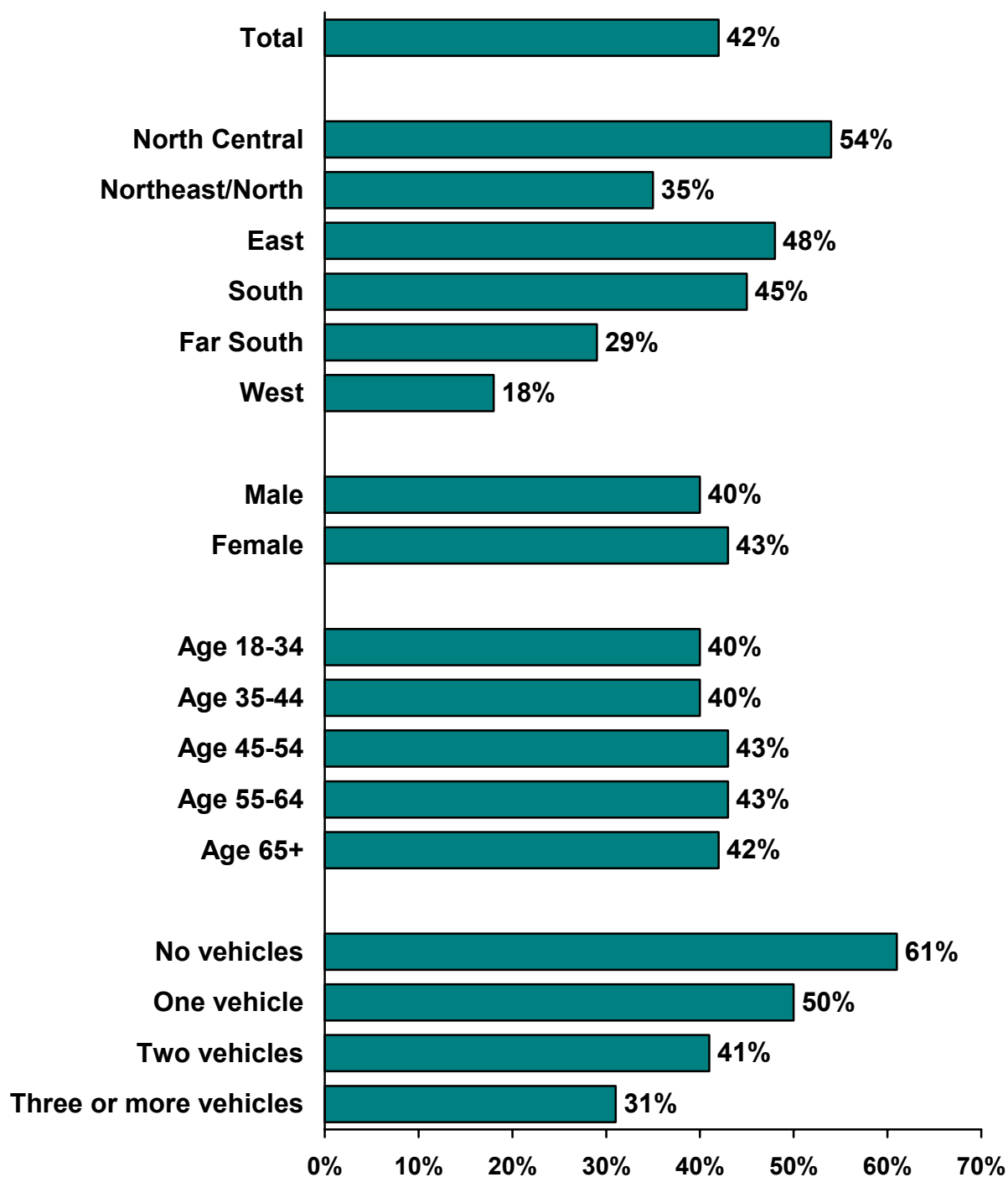


- Three-fifths to half of those who would consider walking to major destinations said that better road crossings (61%), better maintained sidewalks and trails (56%), separation between sidewalks and roads (51%), and more pedestrian bridges or tunnels across major streets (50%) were very important to them.
- Having more direct routes (33%) and more walking trails (31%) were considered to be very important by a much smaller proportion of respondents.

**SECTION V  
LIKELIHOOD TO RIDE THE BUS  
FOR REGULAR TRANSPORTATION**

***"Would you ever consider riding the bus to work, school, or to other destinations, on a regular basis?"***

**PROPORTION OF RESPONDENTS WHO WOULD CONSIDER  
RIDING THE BUS FOR REGULAR TRANSPORTATION  
(% Yes)**



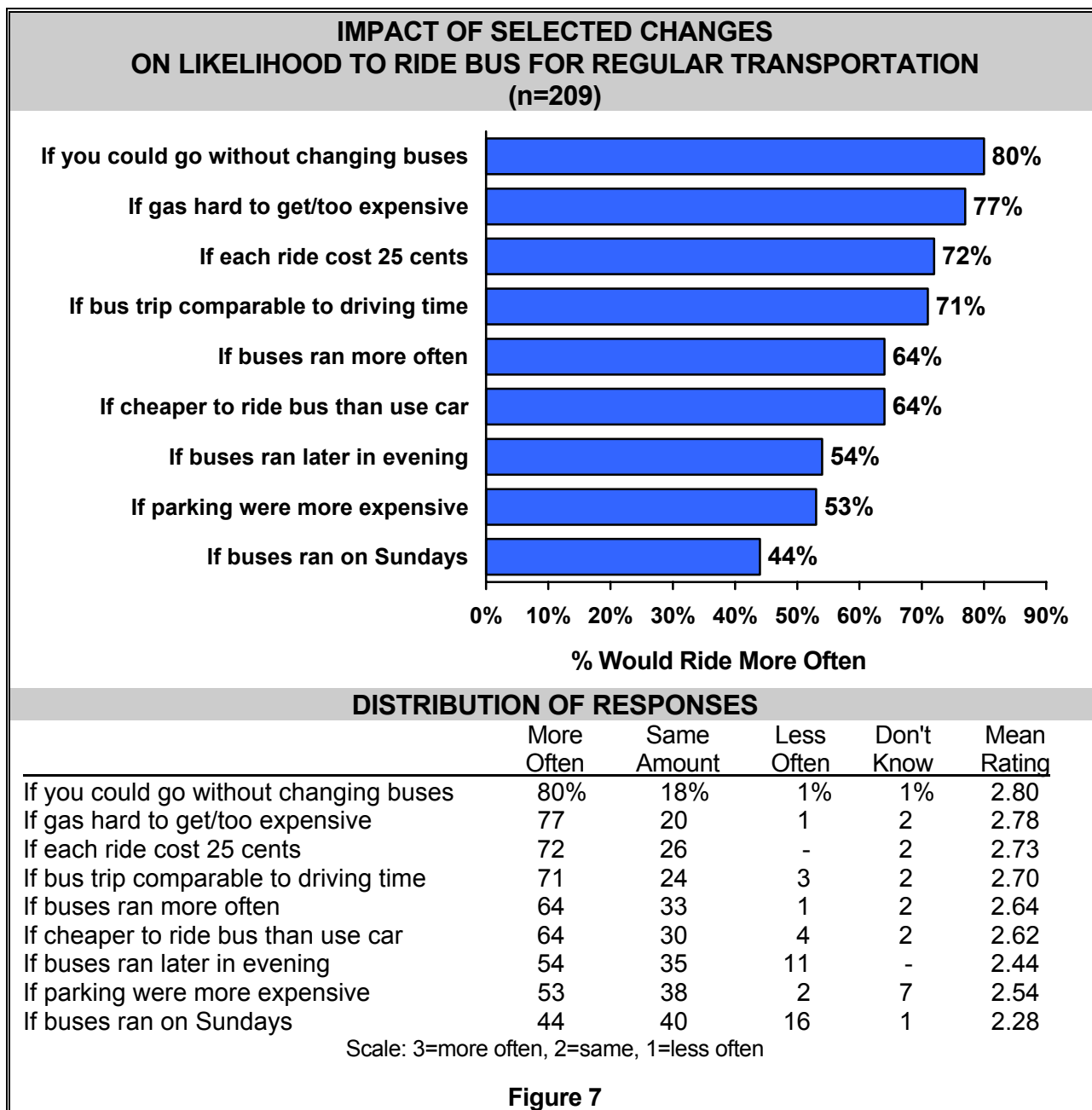
**Figure 6**

- Two out of five Lincolnites would consider riding the bus to one or more major trip destinations (42%). Residents of the North Central area (54%) were most likely to consider the bus. No noteworthy differences were observed by gender or age.
- Respondents with no current vehicle for their household were most likely to consider riding the bus (61%), while those with three or more vehicles for the household were much less likely to consider the bus (31%).

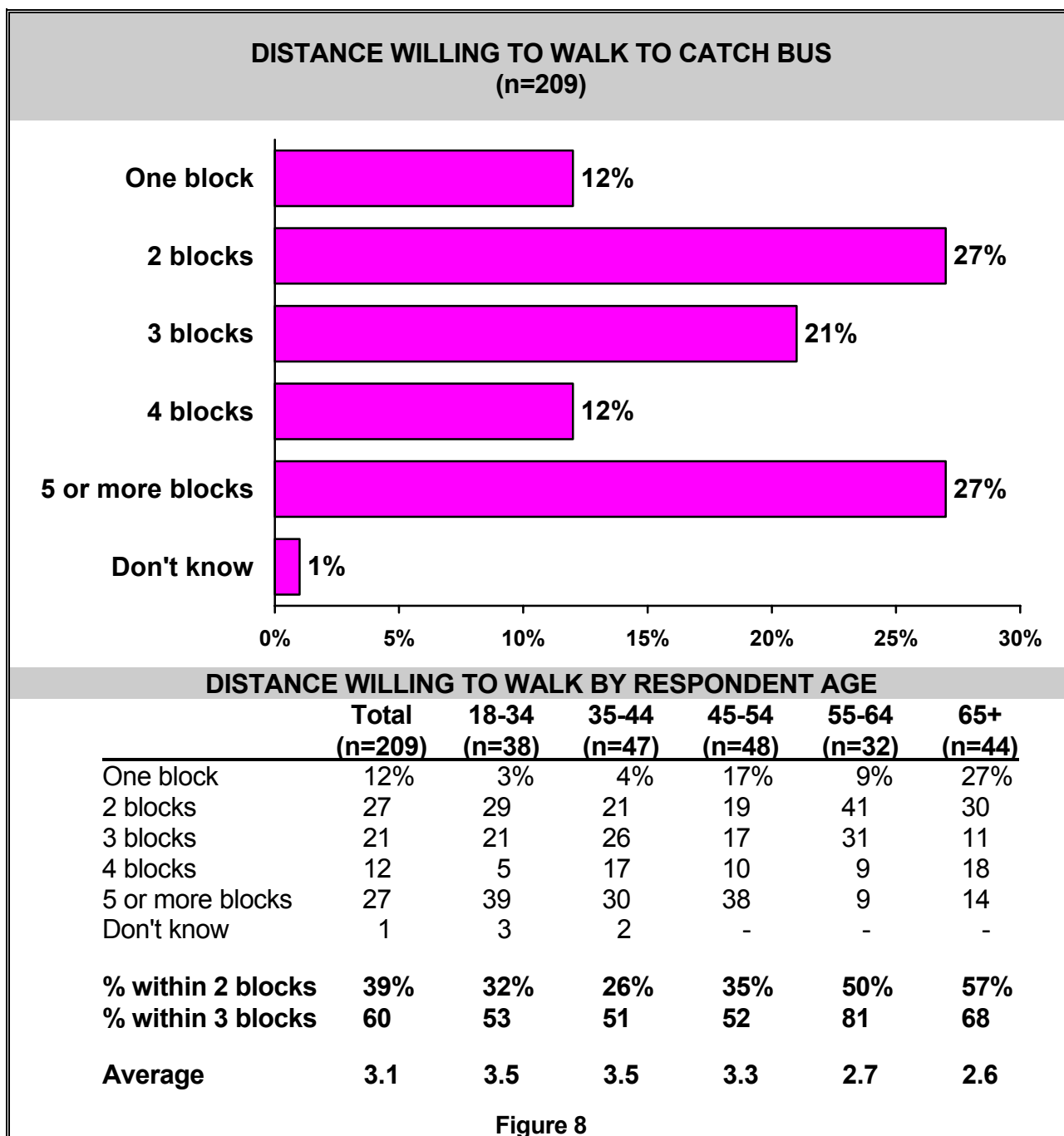
Those who indicated that they would at least consider riding the bus to work or school were asked:

**"Would each of the following improvements to Lincoln's bus system cause you to ride the bus more often? How about...would that cause you to ride the bus more often, less often, or about the same as you do now?"**

- If parking were more expensive than it is now
- If buses ran more often
- If buses ran later in the evening
- If buses ran on Sundays
- If you could go where you wanted without changing buses
- If each ride cost 25 cents
- If gas became hard to get or too expensive
- If the bus trip were comparable in time to driving
- If it was cheaper to ride the bus than to use your car



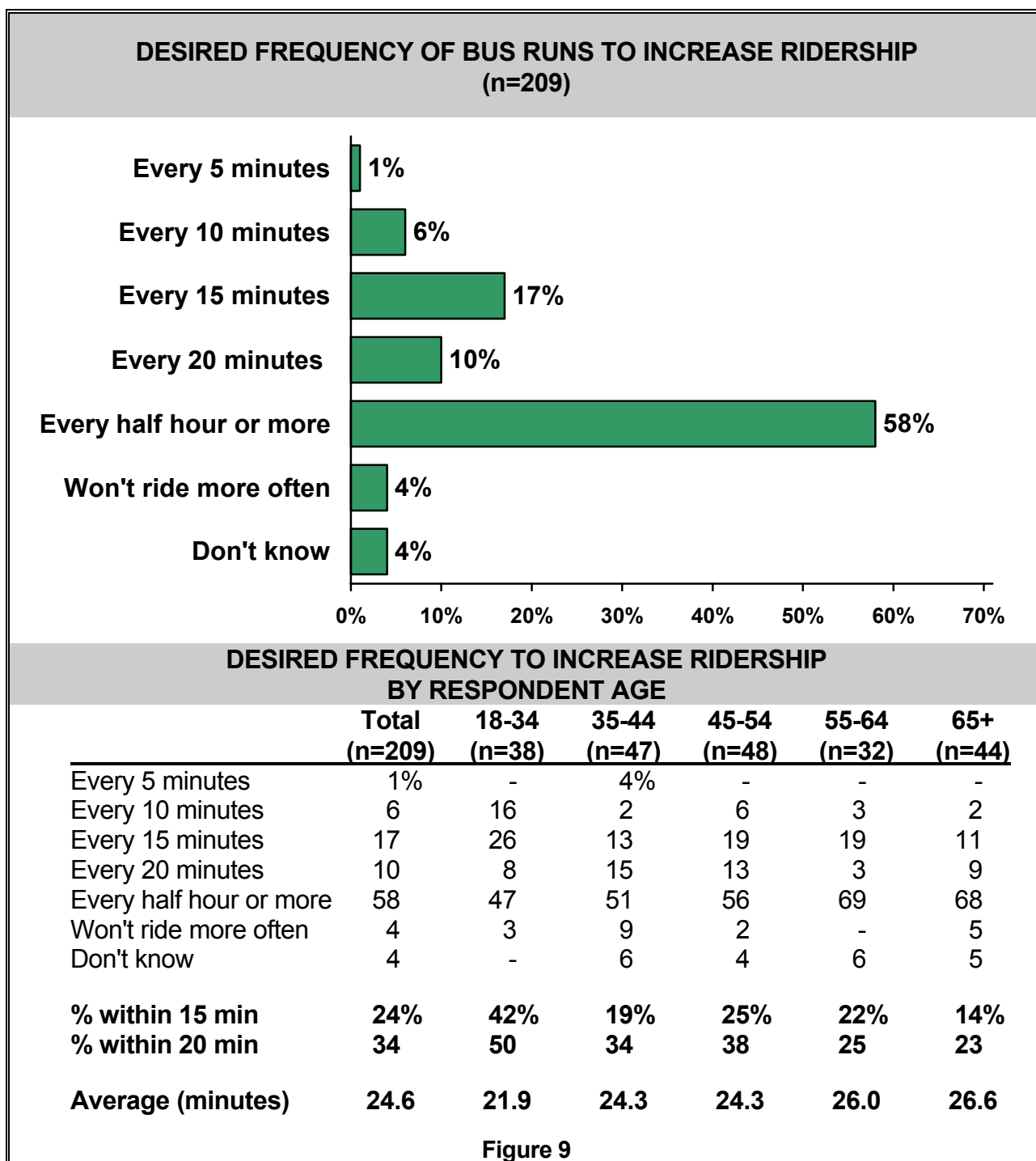
- Of the 209 respondents (42% of 503) who would consider riding the bus to work, school, or other destinations, more than three-quarters said that riding without having to change buses (80%) and high gas prices (77%) would cause them to ride the bus more often.
- Approximately two-thirds would ride the bus more often if each ride cost a quarter (72%), if the bus trip were comparable in time to driving (71%), if buses ran more often (64%), and if it was cheaper to ride the bus than to use a car (64%).
- Over half would use the bus more often if buses ran later in the evening (54%) or if parking were more expensive (53%). Just under half (44%) said that running buses on Sunday would cause them to ride more often.

**"How far are you willing to walk to catch the bus?"**

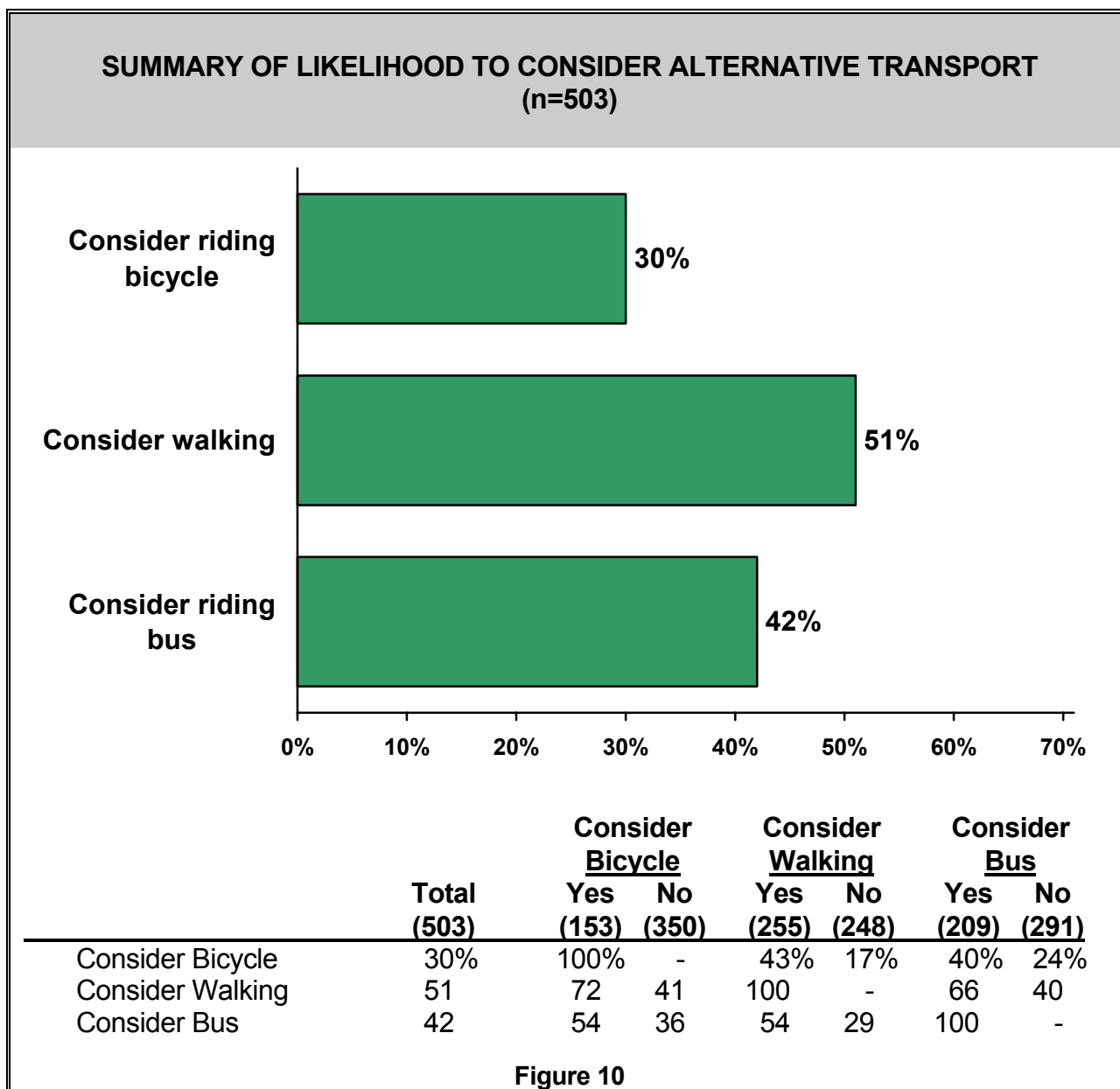
- More than a quarter of those who would consider riding the bus indicated that they would walk five blocks or further (27%). The same proportion would walk two blocks (27%), while one in eight said they would walk only one block (12%). On average, Lincoln residents would walk just over three blocks (3.1) to catch the bus, and 60% would be willing to walk three or fewer blocks.
- As might be expected, the distance a respondent was willing to walk to catch a bus declined as the age of the respondent increased.



***"How often do the buses need to run to cause you to ride the bus more often?"***



- Three out of five of those with some willingness to ride the bus said they would need the bus to run every thirty minutes (or less often) (58%). About a quarter named a time of every 15 minutes or more often (24%). The average desired frequency was about every 25 minutes (24.6). Younger people thought they needed the bus to run more frequently than did older respondents.

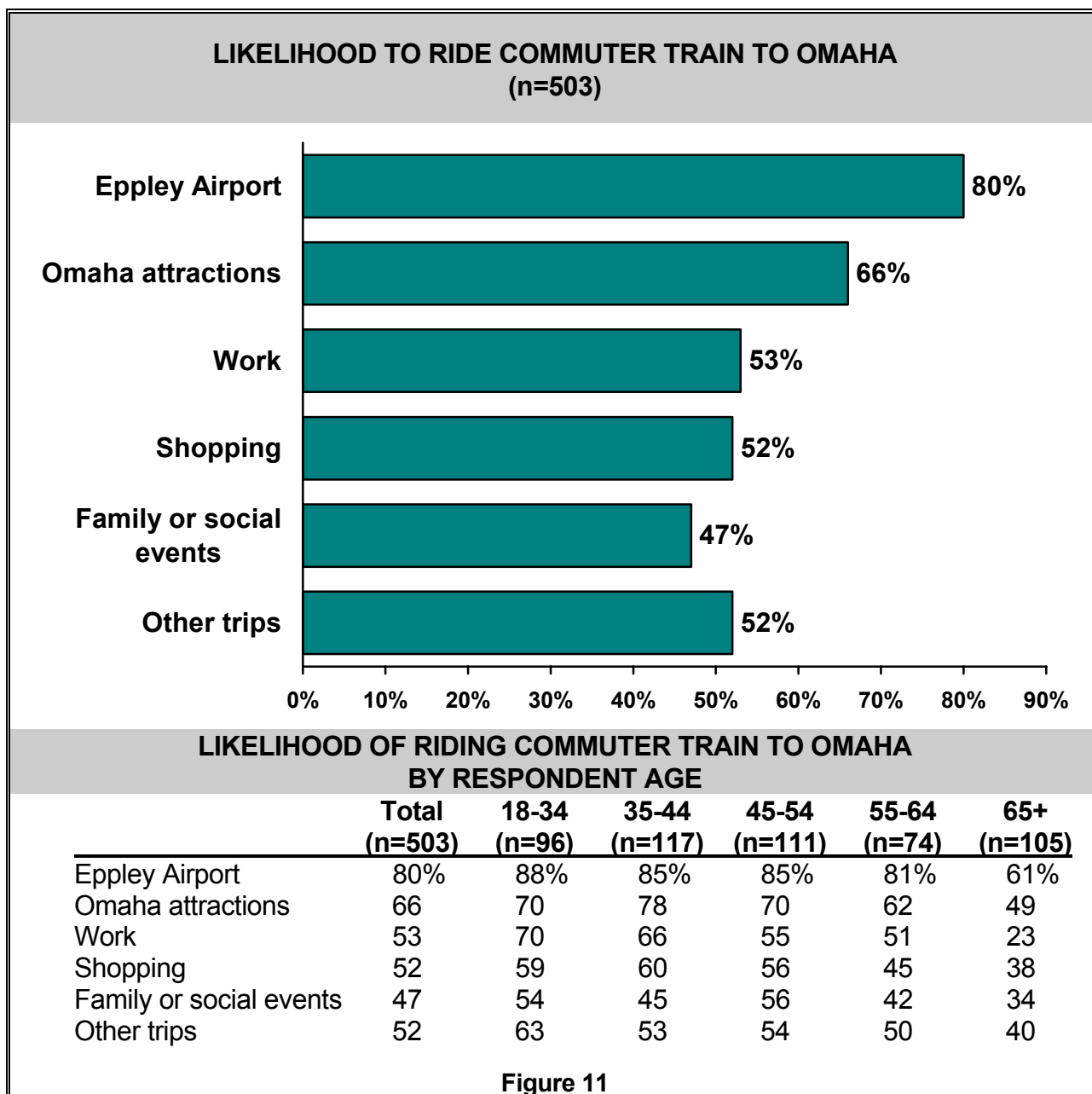


- Not surprisingly, those who would consider one form of alternative transportation were also more likely to consider other forms of transportation. Of those who would consider riding a bike, nearly three-quarters would also consider walking (72%), and over half would consider taking the bus (54%). The same proportion of those that would consider walking would also consider the bus (54%), with slightly fewer considering a bicycle (43%). Those who would consider riding a bus were more than 60% more likely to consider walking (66%) than to consider riding a bicycle (40%).

**SECTION VI  
LIKELIHOOD TO USE  
COMMUTER TRAIN TO OMAHA**

***"A commuter railroad service is being proposed between Lincoln and Omaha. If the fare were reasonable and shuttle bus connections at origin and departure points were convenient, would you consider using the service for any of these types of trips: How about for..."***

- ***Work***
- ***Shopping***
- ***Eppley Airport***
- ***Family or social events***
- ***Omaha attractions***
- ***Other trips***

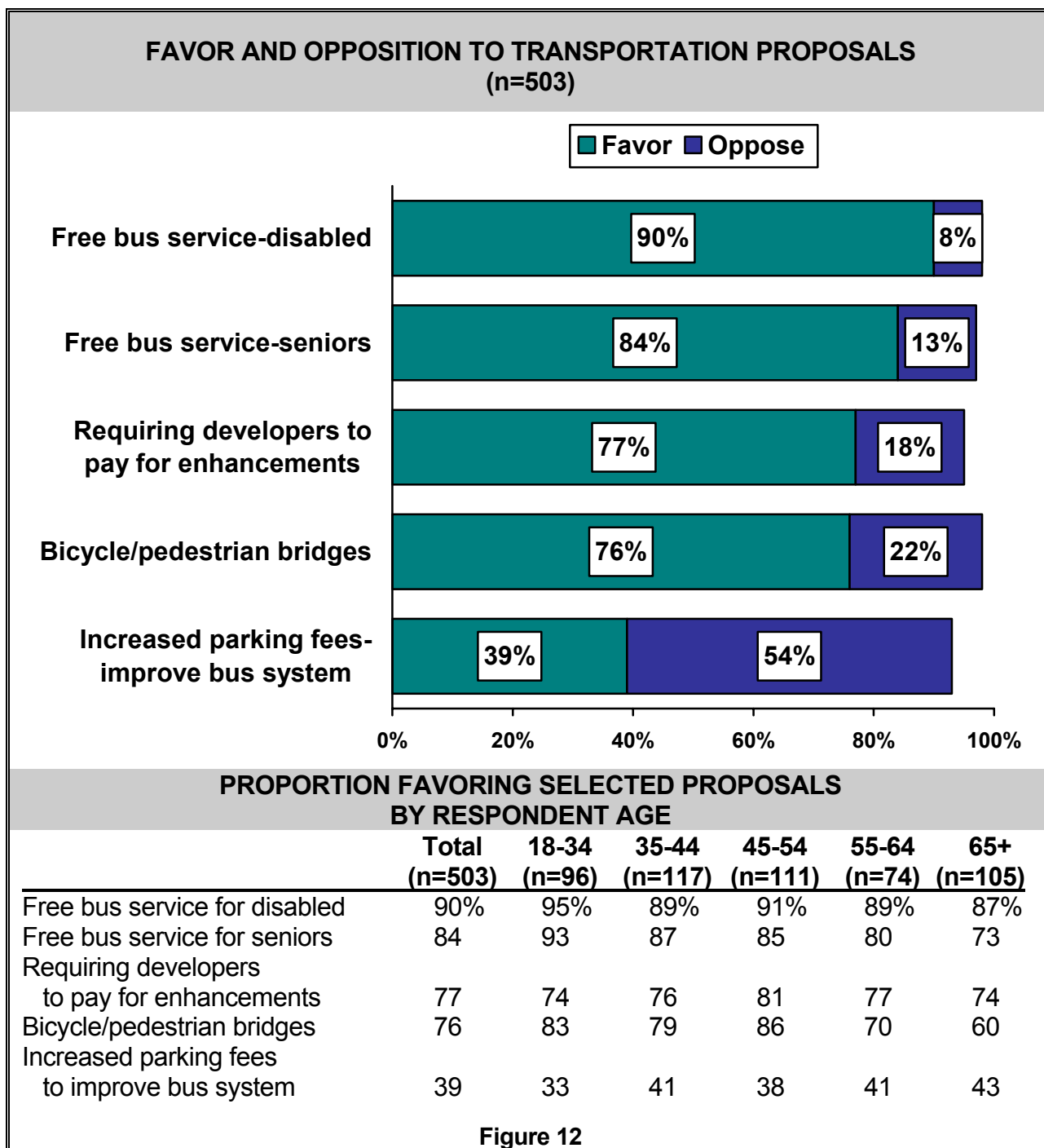


- Four out of five respondents would ride a commuter train to Omaha to get to Eppley Airport (80%), while two-thirds would use it to visit Omaha attractions (66%).
- Just slightly more or less than half of respondents would consider using such a commuter train to go to work (53%), shopping (52%), family or social events (47%), or to take other trips (52%).
- Those over the age of 65 were less likely to consider using a commuter train for each item (23% to 61%, vs. 47% to 80% among all respondents). Otherwise, there were few notable differences by the age of the respondents.

**SECTION VII  
REACTION TO OTHER TRANSPORTATION  
PROPOSALS**

**"Please tell me if you strongly favor, mostly favor, mostly oppose or strongly oppose each of the following actions by the city. How about..."**

- **An increase in downtown parking fees if used to improve the bus system**
- **Investing in bicycle and pedestrian bridges over major streets**
- **Free bus service for the disabled**
- **Free bus service for senior citizens**
- **Requiring developers to pay for bus shelters, trails and other improvements that enhance their developments**



- Four of the five actions that were proposed to respondents in the study were strongly or mostly favored by at least three of four respondents. Free bus service for the disabled (90%) and for seniors (84%), requiring developers to pay for bus shelters, trails, and other enhancements to their developments (77%), and investing in bicycle and pedestrian bridges (76%) over major streets were all favored by at least three out of four Lincolnites.
- More than half of respondents opposed increasing the parking fees in order to improve the bus system (54%). Fewer than two in five supported such an action (39%).
- No significant trends in results were observed by age, although respondents over age 65 were least prone to support any of the proposals, except for the suggestion to increase parking fees to improve the bus system (43% in the 65+ age group vs. 39% overall).



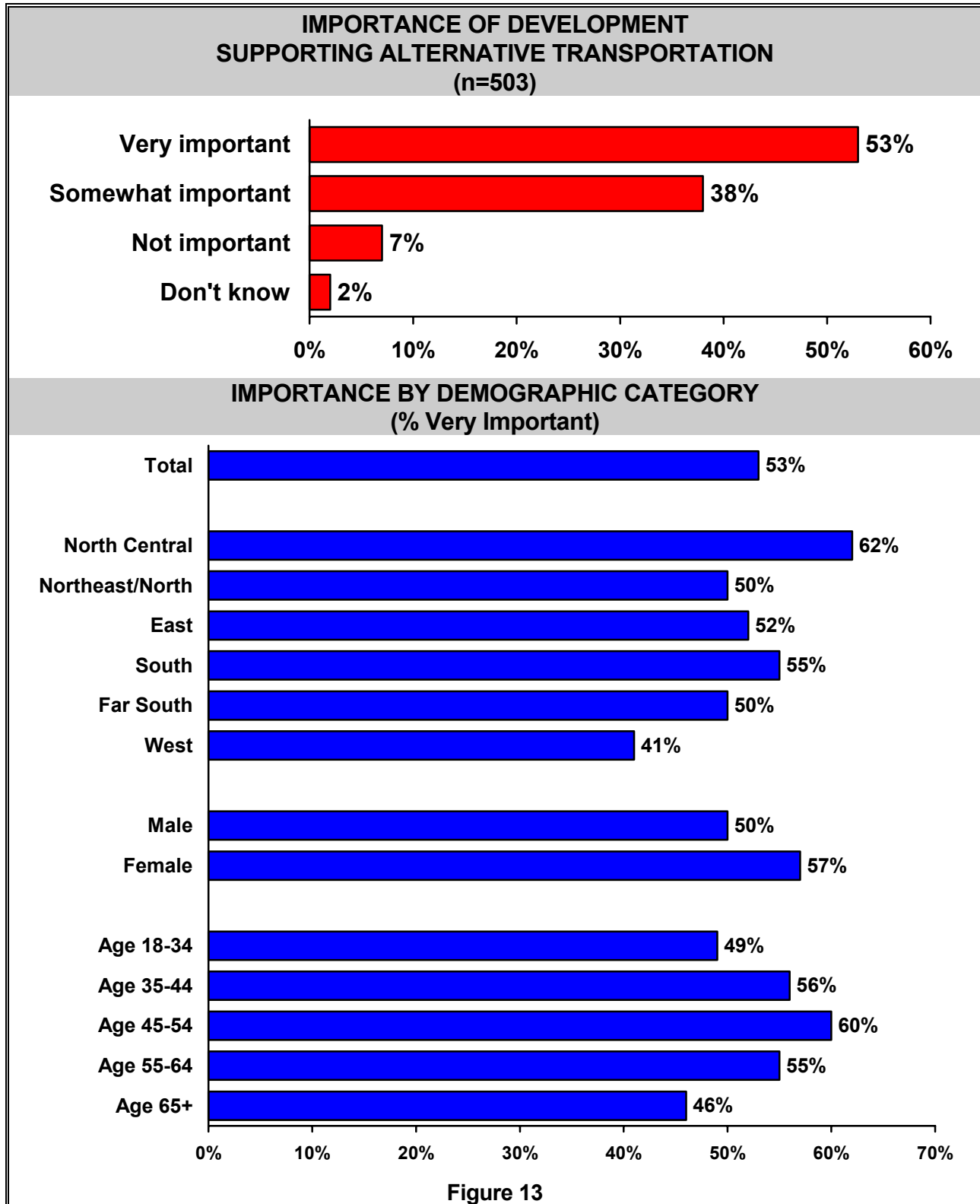
**TABLE 5**  
**PERCEPTIONS OF TRANSPORTATION PROPOSALS**  
**(n=503)**

	Percent Response					Mean Rating
	Strongly Favor	Mostly Favor	Mostly Oppose	Strongly Oppose	Don't Know	
Free bus service for the disabled	58%	32%	5%	3%	2%	3.48
Free bus service for senior citizens	46	38	10	3	3	3.30
Requiring developers to pay for bus shelters, trails and other improvements that enhance their developments	36	41	11	7	5	3.11
Investing in bicycle and pedestrian bridges over major streets	40	36	13	9	2	3.10
An increase in downtown parking fees if used to improve the bus system	12	27	28	26	6	2.27

Scale: 4=strongly agree-1=strongly disagree

- Again, free bus service for the disabled (3.48) and senior citizens (3.30) were most strongly favored among respondents.
- Virtually equal support was seen for the suggestion to have developers pay for improvements such as bus shelters, trails, and other enhancements (3.11) and for the notion of investing in bicycle and pedestrian bridges over major streets (3.10).
- The average rating of support for increasing Lincoln's parking fees was substantially below the support seen for any other factor (2.27 vs. 3.10 to 3.48). A full one-quarter of Lincolniters (26%) strongly opposed increasing downtown parking fees to improve the bus system.

***"How important is it that future development in the city be built in a way that supports the active use of alternative forms of transportation, such as busing, walking or biking? Is it very important, somewhat important or not important to have such development patterns in our community?"***

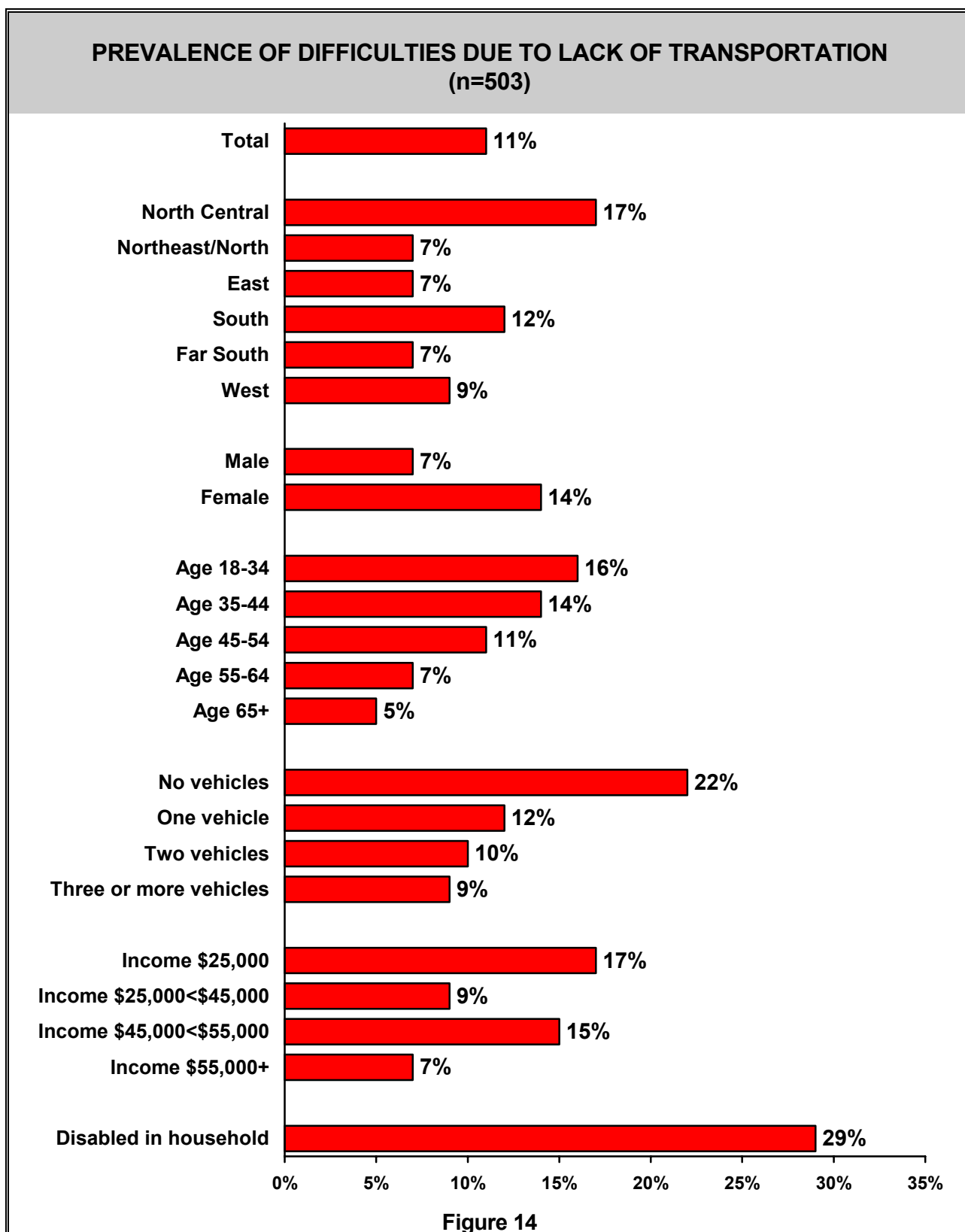


- More than half of respondents thought it was very important that future development of the city be done in a way that supports the active use of alternative forms of transportation (53%). Another two-fifths thought it was somewhat important (38%), while only one respondent in fourteen (7%) thought it was not important to have development patterns that support the use of busing, walking, biking, and other alternative transportation modalities.
- Residents of the North Central part of Lincoln (62%), those between ages 45 and 54 years of age (60%), and females (57%) were most likely to see it as being very important.
- Across income categories, respondents earning \$35,000 to \$45,000 per year were more likely to consider planning for alternative transportation to be very important than were others. Those with no vehicles in their household were less likely than others to consider planning for alternative transportation to be very important. Those who had one or more family members with a condition that limits their ability to travel were more likely than others to feel planning for alternative transportation was very important (66% very important; 2.66).

	Very Important	Somewhat Important	Not Important	Don't Know	Mean Rating
<b>Total</b>	<b>53%</b>	<b>38%</b>	<b>7%</b>	<b>2%</b>	<b>2.47</b>
<b>Income</b>					
<\$25,000	56%	36%	5%	2%	2.52
\$25,000<\$35,000	50	39	8	3	2.44
\$35,000<\$45,000	65	32	2	2	2.64
\$45,000<\$55,000	47	48	5	-	2.42
\$55,000<\$75,000	55	37	8	-	2.47
\$75,000+	55	34	9	1	2.46
<b>Vehicles for Household</b>					
None	43%	22%	17%	17%	2.32
One	59	37	3	1	2.56
Two	52	40	6	1	2.46
Three or more	52	37	11	1	2.42
<b>Any Disabled in Household</b>					
Yes	66%	34%	-	-	2.66

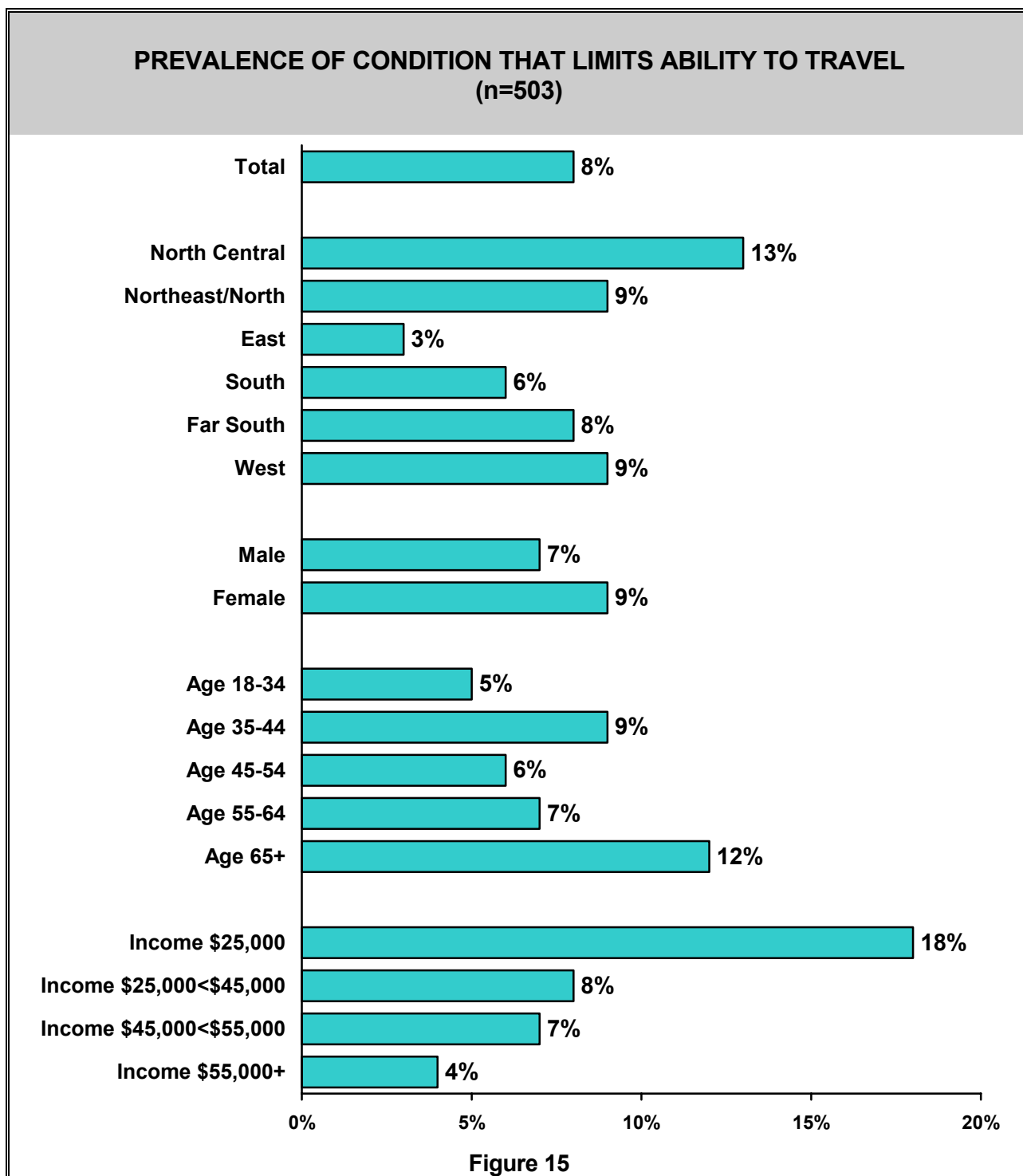
**SECTION VIII**  
**DIFFICULTIES IN OBTAINING TRANSPORTATION**

***"In the past six months, has anyone in your household been unable to go to work, school, the doctor, or do other activities because of a lack of transportation?"***



- Just over a tenth of Lincoln residents reported that someone in their household had been unable to go to critical destinations due to a lack of transportation in the past six months (11%).
- Logically, those with no vehicles in the household were more likely to report such transportation problems (22%), followed by residents of the three North Central zip codes (17%). The younger the respondent, the more likely they were to have experienced transportation difficulties.
- Women were twice as likely (14%) as men (7%) to report having experienced trouble finding transportation.
- Respondents with higher income levels (over \$55,000) were less likely to have experienced trouble with transportation (7%) than were those with incomes of under \$25,000 (17%). Those with incomes of between \$45,000 and \$55,000 were much more likely to report household transportation problems (15%) than might be expected.
- Somewhat surprisingly, fewer than a third of households with a physical, mental, or other condition that limits their ability to travel indicated that those limitations rendered their household member unable to get adequate transportation (29%).

***"Does anyone in your household have a physical, mental, or other condition that limits their ability to travel without assistance?"***



- One household in twelve has a member with a physical, mental, or other condition that limits their ability to travel without assistance (8%).
- Those living in the North Central area (13%) were most likely to report such a household member, while those in the East part of Lincoln were least prone to do so (3%).
- Females were slightly more likely to report a household member with a limiting condition (9%) than were men (7%).
- Those over the age of 65 were more likely to report having such a travel limitation on a household member (12%) than were the other four age groups (5% to 9%).
- Across income categories, those earning \$25,000 or less were more likely (18%) than others (4% to 8%) to have a household member with a condition that limits their ability to travel independently.



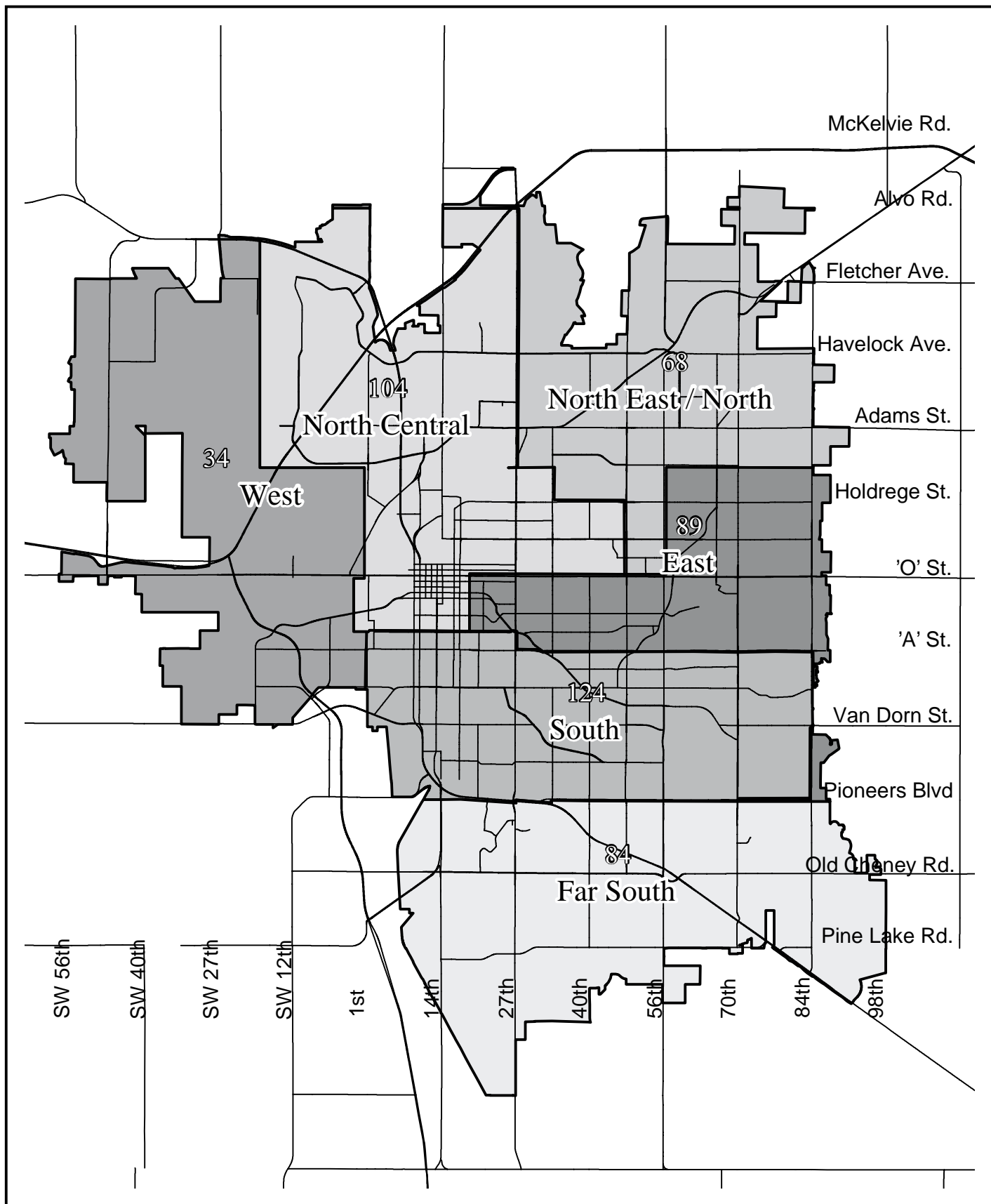
***"What would be most helpful to that person to help make it possible to travel to various locations in Lincoln?"***

**TABLE 6  
SUGGESTED IMPROVEMENTS TO EASE TRAVEL  
FOR THOSE WITH CONDITION THAT LIMITS ABILITY TO TRAVEL  
(Presented as Frequencies)**

	Total (n=41)	18-44 (n=16)	45-64 (n=12)	65+ (n=13)
Assistance getting to/into vehicle	5	4	-	1
Handi-Van/accessible buses/handicap lift	4	2	-	2
Free bus service/lower cost busing	2	2	-	-
Improve bus scheduling (no downtown transfers, better routes, earlier)	2	-	2	-
Free cab service	2	1	1	-
Better bike lanes	1	1	-	-
Bus improvements (non-specific)	1	1	-	-
Closer bus stop	1	1	-	-
Dependable and inexpensive transport	1	-	1	-
Escort/assistant while traveling	1	-	1	-
More senior vans	1	-	1	-
Handicap van outside city limits	1	-	1	-
Regular drivers who get to know regular passengers	1	-	1	-
Longer lights at cross-walks	1	-	-	1
Don't know	4	1	-	3
Nothing	13	3	4	6

- The forty-one people (8% of 503) who had a household member with a traveling limitation were most prone to say they could think of nothing (13, or 32%) or didn't know of anything (4, or 10%) that would be helpful to their limited household member. Five people (12% of 41) said they needed help getting to, and into, the vehicle, while a similar proportion (4 or 10%) said a bus to accommodate their limitation(s) would be most helpful.

**MAP OF GEOGRAPHIC  
AREAS SURVEYED**



Survey Sub-areas  
with Number of Households Sampled

